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CLOSE WEEK OF OPERA WITH VERDI FAVORITE

"Lohengrin" Pleases Matinee Audience in Afternoon.

That mellow Italian opera of the florid Verdi school, "Il Trovatore," was the closing bill of the San Carlo Company's engagement at the Belasco Theater last evening, and it proved to be not the least interesting of the well balanced repertoire which the organization presented in Washington.

The familiar arias, including the "Miserere" and the Lenore song, which are so securely a part of musical literature, were sung with power and effectiveness by the cast, headed by Manuel Salazar and Luisa Darclee.

A concert will be the final offering of the San Carlo Company at the Belasco this afternoon, comprising selections from the leading Italian and French operas by the stars of the organization.

Among those who gave box parties last night were the Italian Ambassador and Countess di Cellere, whose guests included Col. and Mrs. S. C. Cully, Don Manuel Walls, of the Spanish Embassy; Don

Joaquin Mendez, of the Guatemalan Legation; Mile. Detina, of the Uruguayan Legation, and members of the Italian Embassy staff.

Mrs. Preston Gibson gave a box party and had as her guests Mr. and Mrs. Edward B. McLean.

"Lohengrin."

In "Lohengrin," given at the matinee today at the Belasco Theater by the San Carlo Opera Company, Fortune Gall's singers added to the laurels which have been accorded to them throughout the week by large and enthusiastic audiences.

The cast proved entirely as adequate to the trying demands of Wagnerian opera as it previously had shown itself in the lighter Italian music. Under the direction of Chevalier Peroni, the orchestra imparted an almost majestic character to the production.

Mary Kaestner sang the role of Elsa, winning repeated plaudits. Her voice was clear and full, yet with a subtle delicacy. Giuseppe Agostini, an old favorite with Washington opera-goers, was in splendid voice as the Silver Knight. Battistini's histrionic ability rounded out a somewhat unusual vocal equipment.

WILL MUZZLE PAPERS

CONTINUED FROM PAGE ONE.

The Secretary of State, on behalf of the State, War and Navy, with Frank B. Noyes, president of the Associated Press; Roy Howard, of the United Press Association; John E. Nevin, of the International News Service; and W. A. C. Ford, of the Central News, with reference to censorship of military information.

"The representatives of the press associations stated that they would willingly and gladly and voluntarily subject themselves without law to the same censorship which might be imposed by law. They were willing to abide by any regulations of the departments necessary in connection with any movement of ships or armies that the government felt might be prejudicial to the carrying out of government policies. They desired to be informed of the wishes of the government so that there would be no doubt of the character of the news which ought not to be printed.

It was decided that Maj. McArthur, of the War Department; Commander Belknap, of the Navy Department; and a representative of the State Department would draw up tentative rules and regulations of censorship, and when completed, they would be submitted to the representatives of the news associations and the managing editors of papers in coast cities and inland centers for consideration and criticism. After the exchange of views, the rules and regulations will be passed upon and promulgated by the three departments, which are charged with international and military duties.

May Print Arrivals.

"After the conference with the heads of the other departments, Secretary Daniels conferred with them about his recent request to the press, which has been generally observed, not to publish any news about the sailing of merchant ships to European ports or their arrival. There was some difference of opinion as to whether the request included the arrival as well as the departure of ships, and after the conference Secretary Daniels said:

"The request was not intended to ask the press associations and newspapers not to print anything about the arrival of ships in American or foreign ports. Such information could not easily afford any information that might jeopardize life, and such publications would be of the deepest interest to the public, and should be published.

"But," continued Secretary Daniels, "the request does include that no mention be made of the departure of ships, either from home or European ports. I can not be too earnest in insisting upon compliance with this request."

"Asked what would be the attitude of

the department in the case of the sinking of any ship, Secretary Daniels said:

"If there should be any disaster, of course the information would be furnished and it would be expected that the papers would print the facts."

"Lohengrin."

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OFFICERS DEFY ANGRY MOB IN MAKING ARREST

Two Detectives Attacked in Crowd of Strikers and Sympathizers.

Detective Sergeants Mullen and Patrick O'Brien yesterday defied an angry mob of 150 to 200 striking carmen and their sympathizers. Without even drawing their weapons the officers successfully arrested W. R. Duncan, 27 years old, a printer, who gave his address as 180 Morse street northeast, and marched him several blocks to a patrol box where they held him until the arrival of the police patrol. Duncan is held on charges of disorderly conduct and of assaulting Sergeant Mullen.

Shortly after noon the officers were called to First street and Florida avenue northeast, where they found a crowd collected about several street cars of the Washington Railway and Electric Company which had been halted by obstructions thrust into the trolley slot. The mob was tearing the street car men and it is charged Duncan was particularly noisy. He, together with the rest of the crowd were ordered to clear the way for the cars. Duncan refused to move.

Detective Mullen grabbed the man, who then yelled "Come on fellows. You won't let these 'bulls' get me will you?" With this, some person jumped from the crowd onto Detective Mullen's back, while Duncan, it is said, struck the detective twice. Mullen let go of the collar of Duncan shaking off the man on his back and reached for him. The man turned and in a moment was gone. Detective O'Brien caught Duncan. The crowd followed the officers and their prisoner for several blocks.

STRIKE STATUTE URGED

CONTINUED FROM PAGE ONE.

tion that unless the Washington Railway and Electric Company operating its cars on regular schedule the company should be compelled to forfeit its franchise.

Arrangements were completed last night by Garth Calderhead, financial secretary of the carmen's union, and others, for a parade and mass meeting this afternoon.

About 2,000 members of various labor organizations will be in the parade, which will leave Sixth and G streets northwest, headed by a band, at 2:30 o'clock this afternoon. The parade will move down Sixth street to Pennsylvania avenue, west to Thirteenth, north to K, east to Tenth, south to G, and thence to National Rifles Army, where the meeting will be called to order at 3 o'clock.

Strikebreakers Quitting.

There were persistent rumors last night that about 200 of the strikebreakers were ready to quit their jobs, and that others would follow. It was declared that detectives are acting as spotters and making it practically impossible for the strikebreakers to "knock down."

Capt. John T. Vickery, in charge of the men, denied these rumors, but said that several men had been discharged for dishonesty. He emphasized that his agency will not tolerate any disrespectful conduct on the part of its men, but that every man must give the best service if he wants to hold his job.

International Executive Edward McMorro, in a statement issued last night, charged the Washington Railway and Electric Company with "glaring inconsistencies" and "deliberate mistreatment of facts," and declared that the strike had been forced on the employees.

In commenting upon the statement of President Clarence P. King, that the differences are not a fight between capital and labor, Mr. McMorro said:

"I hope it is not, but it surely has some of the earmarks of men gone mad by being clothed with brief authority."

Mediation Offer Rejected.

Directors of the company yesterday rejected the offers of the District Commissioners to try to settle the strike as mediators.

The directors, at a two-hour conference in the District Building, informed the Commissioners that they had concurred in Mr. King's method of handling the negotiations with the employees and stood with him on the proposition of making individual contracts with the men.

H. M. McLarin, president of the Federal Employees' Union, Joseph H. Hurley, vice president of that body and president of the District branch, and N. O. Whitford, secretary of the District branch, called upon Mr. King yesterday and outlined to him a compromise measure after the system which obtains in government offices.

King told his callers that to recognize the Amalgamated Association would mean simply to surrender all right of control or discipline of the men,

and declared, "the loyal men now far outnumber the disloyal men (and the former have petitioned the company not to deal with the Amalgamated Association or in any wise place them under the domination of that association."

Agency of Government.

Mr. King further said that "a public utility is but an agency of the government, and its employees are expected never to interfere with the operation of a public service. In other words, that the government has delegated to the street railways the duty to operate cars on the public streets, and it is necessary that every employee in the utility having these public relations should not strike or impair or interrupt that public service."

G. A. Wilbur, president; John W. Cain and M. T. Slater, of the carmen's union, in a statement issued last night, asked Mr. King to explain why his company could not deal with its employees as the Capital Traction Company is doing, the statement concluding, "If it is good for one company, it ought to be good for another."

Indignant at the importation of strikebreakers into this city, a group of Washington women met yesterday afternoon and organized a committee to co-operate with the wives of the striking employees.

Among these women are: Mrs. Charles Edward Russell, Miss Edith Goodie, Mrs. Jessie Hardy Mackay, Mrs. Anna Zon, Dr. Anna Pollock, Mrs. Marie Manning Gash and Mrs. Adelaide Neale. A meeting has been called for tomorrow morning at 11 o'clock at Apartment 30, the Ethelhurst, the home of Mrs. Russell, to which wives of striking employees are invited to attend.

Would Avoid Friction.

From the offset of the strike discussion by the Federation of Citizens' Associations it was apparent that there was a division on the question and utterances were carefully guarded to avoid friction. It was declared that the federation did not want to be partial in the controversy. In line with this attitude the resolution of the North Washington Citizens' Association, which was aimed only at the railway company, was corrected so as to include also employees in respect to that clause which charged a lack of consideration of citizens.

When the resolutions of the North Washington Citizens' Association were read it was moved that they be referred to the committee on public utilities of the federation.

Vigorous protest arose against such an action, a number of delegates declaring that immediate action should be taken in order to crystallize public opinion. After a lengthy discussion the committee acted upon it.

The four members of the committee present were Chairman W. McK. Clayton, D. A. Edwards, J. L. Holland, and Emory A. Bryant. Their report was adopted.

In the debate E. W. Oyster voiced the following opinion: "While the Washington Railway and Electric Company deserves condemnation for its attitude in this strike, especially for importing thieves who are committing wholesale robbery, the Capital Traction Company is entitled to thanks."

Chairman Charles S. Shreve interrupted and ruled that Mr. Oyster's language was unparliamentary.

"I did not know it was unparliamentary when one is telling the truth," answered Mr. Oyster, while others jumped to the floor and supported him.

Mr. Oyster wanted the report of the committee amended as favoring municipal ownership of street railways.

ZEPPELIN SHOT DOWN IN ATTACK ON PARIS

Huge Bag of L-49 Catches Fire High in Air—Crew All Lost.

(By the International News Service.)

Paris, March 17.—A Zeppelin was shot down early today while attempting to raid Paris. The huge bag was seen to catch fire high in the clouds, and then fell to the ground near Compeigne, a flaming meteor.

All of the crew was lost.

Paris was put in a state of preparedness for the raid at 4 o'clock this morning, when the first warning was received that the Zeppelins were coming. For two hours all was quiet. Then at 6 o'clock the official bugles were blown, announcing that it was all over.

The Zeppelin was shot down before it did any damage. The bombs that it dropped struck vacant ground.

Several of the crew were seen to leap from the burning craft as it fell. They were crushed into unrecognizable masses. Those who remained were burned.

The Zeppelin has been identified as the L-49.

The anti-aircraft guns of the French reached the big gas bag while it rode at a height of more than 20 miles.

UNION LEADER ANSWERS STATEMENT OF COMPANY

"Are Men Gone Mad With Brief Authority," McMorro Says.

Relations between the striking carmen and the officials of the company reached a bitter stage when the men, through International Executive Edward McMorro, of the Amalgamated Association issued a statement last night in which President Clarence P. King, of the company, is charged with "men gone mad by being clothed with brief authority."

McMorro declares that the company's statements are full of deliberate misstatements and glaring inconsistencies and reiterates that the strike was forced upon the men.

He points out that the United States government has recognized the principle of collective bargaining and asserts that no individual employer should assume the right to deny this privilege. The statement says:

"In over twenty years of active service in street railway work—fourteen of which were spent dealing directly with some of the largest railroad systems in the country—I have never seen such glaring inconsistencies and deliberate misstatements of fact as has been issued from the railroad managers of the Washington Railway and Electric Company.

Arbitration Cornerstone.

"For instance, they say the tyrannical amalgamated association. For twenty-seven years the amalgamated has made arbitration in industrial disputes the cornerstone of their organization. I cannot conceive how the railroad company in this twentieth century can deny to its employees a right which itself assumes."

"It must be self-evident to any fair-minded citizen that there is no justice in the position the railroad company assumes or they would be willing to leave the dispute to an arbitration board of impartial men of the District."

"The Amalgamated has over 30 contracts with the leading street railway companies of the United States and Canada. I have never met a railroad president or a general manager that ever has paid out of its treasury in unusual sick, disability and old age benefits over \$1,000,000. In the past year in peaceful negotiations with the various companies in this country it has succeeded in increasing the wages of its membership more than \$5,000,000.

Locals Independent.

"The different locals which comprise the Amalgamated have their laws that govern them, independent of the parent organization. The office of the Amalgamated cannot call a strike. That is a matter entirely up to the membership of the local union. Those who know the Amalgamated officers in the District of Columbia know that they have done everything in their power to prevent the strike in Washington.

The local men have been placed in the position, by the arbitrary attitude of the officials of the Washington Railway and Electric Company, that there was no other course than to issue a strike order or sacrifice the last vestige of manhood.

The strike was forced upon the employees. To any fair-minded man or woman who is familiar with the attitudes of the masses of men who work for a daily wage, this must be apparent.

"The responsibility for this strike in Washington rests entirely with the officials of the Washington Railway and Electric Company. The government of the United States recognizes the right of its employees to collective bargaining and I am sure that no individual employer should assume, in this day and age, to deny his employees the same right of collective bargaining.

"Company Unfair."

"In the many statements issued by the Washington Railway and Electric Company, emphasis is placed upon the request of the employees for what they term the 'closed shop.'

In dealing with that subject, the company asks that when an employee of the Washington Railway and Electric Company becomes a member of the company, from that time he should become a member of the Employees' Association, if his position with the company made him eligible.

"That question has been entirely eliminated from the employees' demands, and language to this effect substituted. There shall be no discrimination, for or against, an employee of the company, on the basis of his union or non-membership."

"The Amalgamated never attempted and does not at this time attempt to select the employees for any company."

"On the other hand, the company selects the members of the Amalgamated."

"The company further says in the several statements that have been issued that this is not a fight between capital and labor. I hope that it is not, but it surely has some of the earmarks of men gone mad by being clothed with brief authority."

"The struggles of the street railway men to improve their condition has been fraught with strenuous opposition and a great deal of it has come from misguided and ambitious individuals representing capital."

"As an officer of the Amalgamated, feeling some pride in its achievements, I assure the people of the District that there is no one who feels more grieved at any inconvenience that this struggle may cause than I do. I appeal to the public to overlook any of the shortcomings of the striking employees of the Washington Railway and Electric Company and consider how they are being intimidated by a lot of imported men of questionable character."

CAR SERVICE SLUMPS WITH CHECKS IN FORCE

Many Breakers Quit Following Ban on Fare "Grafting."

Service on the lines of the Washington Railway and Electric Company was not as satisfactory last night or as near complete as on the earlier days of the week.

The company was confronted with a number of desertions from the ranks of the men filling the place of the strikers, which, it is charged, is due to the posting of signs in the barns that fares must be registered and wholesale "knocking down" must cease.

In addition to the activities of the company to compel honesty among the new operators, the Public Utilities Commission had men on the cars who insisted that the conductors tear up tickets. Many of the new men have no punches, and accordingly, they were instructed to tear tickets, under the regulation that complete tickets to be cancelled after service.

No official statement was issued from company headquarters last night, but unofficially it was stated that the service was more than 50 per cent normal and that another week of the strike would bring 100 per cent efficiency. It was admitted that some men had quit as strikebreakers, but it was claimed that the number was more than offset by the union men who had returned to work.

Washington received an appointment to go in the navy when 14 years of age, but his mother objected, and so it was given up.

PHOTO CAUSES UPROAR

CONTINUED FROM PAGE ONE.

one of the Kaiser's wife and children were hanging and turned them to the wall.

When Miss Siebert returned to the room she told him "he should not do."

The next day, according to from the Kaiser's story, at the lunch hour Miss Siebert left the room, locking the door after her, apparently to keep her pictures of the Kaiser and his family safe.

Picture Destroyed.

Climbing through the transom, the lad put the picture in his pocket. Shortly afterward this seized picture was torn up.

Miss Siebert, it is claimed, complained to Principal Wilson that one of her boys had destroyed a piece of her property and the lad was "called down."

Upon learning, however, that the "property" was a photograph of the Kaiser, it is said, the faculty asked Miss Siebert not to allow such a picture to remain in the room.

In defiance of this, it is declared, Miss Siebert again hung up a picture of the Kaiser. Later, however, she was persuaded to take the picture from the room, writing a note to the faculty, it is declared, stating that "she was sorry the faculty was so narrow."

While the teacher has not openly spoken disparagingly of the United States, it is said, she has been known to urge among her classes a spirit of pro-Germanism.

Teacher Was Stranded.

When the war opened Miss Siebert was stranded in Europe and was not able to return to Washington until late October. She had been spending her summer vacation in Germany.

Miss Siebert has served as a teacher here for the past 21 years, more or less, but is said to have often said "her noblest ambition was to become a German nurse."

Young Roper's teachers last night when asked to give their opinion of the episode said that the lad was not in any way to blame. One of them is quoted as saying that "Roper was the nicest little chap in the school and a perfect gentleman."

E. L. Thurston, superintendent of schools, said last night that although he did not care to talk about the matter at present, he was going to look into it. He said that Emory Wilson, principal of the Central High School, had already submitted a preliminary report to him about the incident and that he intended "following it up."

LOOKS LIKE HEARSE, BUT GOES TOO FAST

Big Bus Used by Police Valuable During Strike.

Is it a hearse? It looks like one when standing, but when out on the road has too much speed to be carrying dead ones.

It moves as fast as a Washington liner or a hotel bus, but it is not. The car in question is a large van, the property of the Department of Agriculture Road-Testing Division, which has been of so much service to the police during the street car strike.

The machine is a six-cylinder bus capable of carrying twelve and sometimes more, and when chauffeur Waldorf is at the wheel will make almost any speed desired.

It is known at police headquarters as the "Lucky Hearse," because the policemen riding in it have picked up more junk from the slots of the car tracks and have captured most of the violators of section 84 of the Code.

Inspector Grant, head of the detectives, and his corps of men all like the hearse. It rides so nice.

TAX REFORMERS URGE GOVERNMENT OWNERSHIP

Low wages of street car employees, and aggravated conditions, caused by the strike were criticized by members of the Tax Reform Association last night in the Public Library.

H. Martin Williams, reading clerk of the House of Representatives, presided.

Mr. Williams read a resolution favoring government ownership of all railroad and car lines in the United States. It was unanimously adopted. Mr. Williams said the government should build two transcontinental railroads running from coast to coast, and two running North and South.

This, he argued, would force the privately-owned roads to lower their rates to meet those of the government-owned lines. The Washington Railway and Electric Company was assailed for employing "gunmen, thieves, and former convicts to operate its lines and insult the women of Washington."

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